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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

COUNTRY USSR (Tyumen Oblast)

DATE DISTR. 7 October 1955

SUBJECT Railroad Construction Projects in the Salekhard Area

NO. OF PAGES 3

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW) 25X1

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

25X1

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Comments: Throughout the report, read Yenisey for Yansei, and Kharovaya for Kharovaya.

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COUNTRY USSR REPORT

TOPIC Railroad Construction Projects in the Salekhard Area

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EVALUATION PLACE OBTAINED 25X1

DATE OF CONTENT

DATE OBTAINED DATE PREPARED 19 August 1955 25X1

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. In the spring of 1949, a section of the Salekhard (66°32'/N 66°36'/E) - Igarka (67°28'/N 86°37'/E) railroad line was in operation. The length of the completed section was unknown. The construction details stationed at Salekhard were scheduled to complete the line as far as Khorovaya, about 250 kilometers east of Salekhard. At Khorovaya, the line was to join the railroad line built from Igarka on the Yansei River. The direct rail connection between Salekhard and Igarka was scheduled to be completed by the spring of 1952 . 25X1

2. The following information was available on the procedure followed during the construction of subject railroad line:
After the course of the line had been marked, corduroy roads were built in places where the line crossed swampy terrain. Fascines were placed on the corduroy roads, which again were provided with a layer of sand. The sand arrived in dump trucks. A layer of ballast, about 20 cm thick was placed on the sand layer and then topped by a layer of sand. Sometimes, only fascines were spread out over the soil and then were topped by a layer of sand. The slopes of the railroad embankment were also secured in places where this was necessary.
Wooden ties, 1 meter apart, were put on the sand. Rails were nailed on ties and joined by fish-plates. Rail sections were about 12 meters long. Replacement rails were piled up along the new line. Maintenance points were also set up. Rail breakages occured frequently because of the heavy frost. The new lines had many curves, because swamps were avoided as far as possible. The terrain was rather level. At many places, the terrain proved to be too soft for the loads of the trains. During the summer months, a speed limit of 20 km/h was therefore fixed for the line. There were also slow-down sections, where a speed limit lower than 20 km/h was in force. In spite of all precautionary measures damages on the new railroad line caused frequent derailments.

3. 25X1
Rail breakages noticed had to be reported to a 25X1
detail of track maintenance workers who were quartered in a cantonment. Linemen were equipped with a yellow flag to warn trains. When flags could

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not be used, detonanting signals were applied 800 meters forward of the danger point. In early 1952, one passenger train and one freight train operated daily in each direction at a speed of up to 50 km/h. During the summer months, one passenger train consisting of 5 cars operated on the new line every two days. One freight train operated daily in every direction during the summer. In the summer months, freight trains consisted of 8 to 10 cars, during the winter months of 15 to 20 cars. Flatcars were loaded with stones, ties and boards, gondola cars with sand and hard coal and boxcars with foodstuffs. Most of the passenger and freight cars were 2-axle cars. Four-axle freight cars were also observed occasionally. Once, a freight train consisting of 6x2-axle tank cars was noticed. All the loaded freight cars were eastbound. Only empty trains were seen proceeding toward the west. Trains were pulled by 6-axle locomotives.

4. In the spring of 1952, the Salekhard railroad station was equipped with several tracks, sheds and a large coal dump. No coal dumps or water points were observed on the line. The existence of telephone lines was not remembered. Signal facilities were available. During winter months, the line was kept clear by means of a snow-plow. Snow-clearing details were also employed for the removal of snow.

5. During the summer, railroad operations over the Ob River were maintained by means of a ferry. During the winter, tracks were laid over the frozen river. The crossing point was between Labytnangi and Salekhard, where the Ob River was about 3 km wide. Between 1949 and 1952, it was observed that the railroad ferry used could be loaded with 4 railroad cars.

6. It was known that a bridge allegedly to be about 18 km long, was to be built over the Ob River at the point of the railroad ferry. Approach embankments were already under construction. 25X1

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